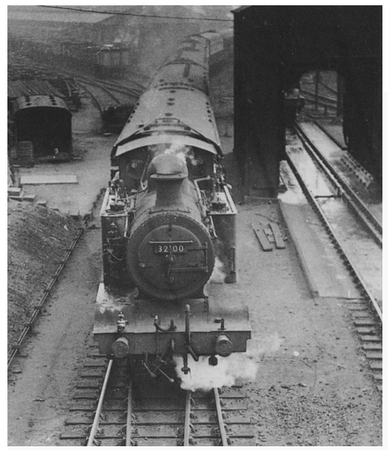
BILLINTON E2 CLASS



Billinton E2 class (0-6-0T)

These little hard-working locomotives were in operation for 50 years as shunting and goods engines with a mileage exceeding 700,000.000 of miles—not bad for only goods shunters. These efficient shunters were numbered 100-9 for the LB&SCR. When the LB&SCR grouped with the Southern Railway, the prefix "B" was added. Later, the prefix was dropped, and the 2100 series was added to the class 2100-2109. After of the Nationalization, the class was renumbered as 32100-9. The entire class remained in operation almost until the end of the steam era. The pre-war members of the class look somewhat different from the rest; this was caused because time proved that the water capacity was too small, and subsequent members of the class had their water tanks enlarged, which solved the problem.

They also were tested in push-pull services, their power was ideal and although limited to their maximum speed they could run at decent speeds without counting their very proper braking system, however it was a failure due to its small coal bunker, the task was very demanding for its bunker, the assigned task being to go back and forth between London Bridge, Forest Hill and Cristal Place. This was not the end of the service of the E2's as passenger locomotives; in 1926 they returned as passenger locomotives. Their passenger duties continued occasionally. These were the latest development of six-coupled from Brighton-Railworks.

Sadly, none engines of the class were preserved; the last two retired ones, Nos. 104 and 109, were scrapped in mid-1963. The second series of the class served as inspiration and basis in the mid-1940s for the second book of The Railway Series for Rev. W. Awdry; the character called Thomas was represented as one Billinton E2 in book No. 2, "Thomas the Tank Engine".

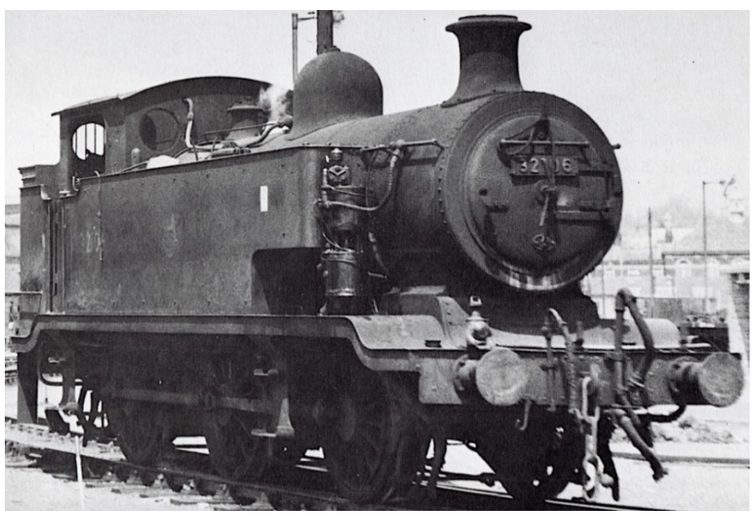
BILLINTON E2 CLASS

LB&SCR E1/X 1911
Designed as a development of the E1 class, which was intended for short-distance goods trains

Its chassis remained intact, unlike everything else: Cylinders, cab, bunker, boiler, tanks, frames, and funnel. This made him taller and with a stumpy appearance, but with the same length.. It continued the duties of its E1 siblings. DE Marsh used the same boiler as the D1X class and it was fitted to the E1 class no. 89 Brest. It was unstable at high speed and had other limitations due to having been reboilered. After the grouping with Southern Railway No. 89 Brest continued in that form for a few more years until it returned to its original E1 class form and continued his service until 1960.

LB&SCR E2 short tanks 1913
The E2 class is very similar to the E1X, not only in appearance but also in its assignment.

No. 89 Brest was used as a prototype for the goods shunter class by L. B. They carried “I2” type boilers modified to accept Weir pump and hot water injector. The class was slightly larger than the E1x, retained its stumpy appearance, and was equipped with Westinghouse Quick-Action brakes (a very good braking system). They worked as pilots for London, goods engines and were even used as push-pull engines, but their coal capacity was insufficient for this task. It was also time probed the water capacity too small; as noted in the Author's Collection. In addition to being unstable at high speed, it is incredible that several renowned LB&SCR tank locomotives had these recurring problems of speed (E1, D1X, E4, and E5X are example) Some members 101,104, had a boiler change, and there were no changes in their performance since, as the biographies of LB&SCR indicate, their only handicap was their water supply. They had a top mileage of 799,110.000.

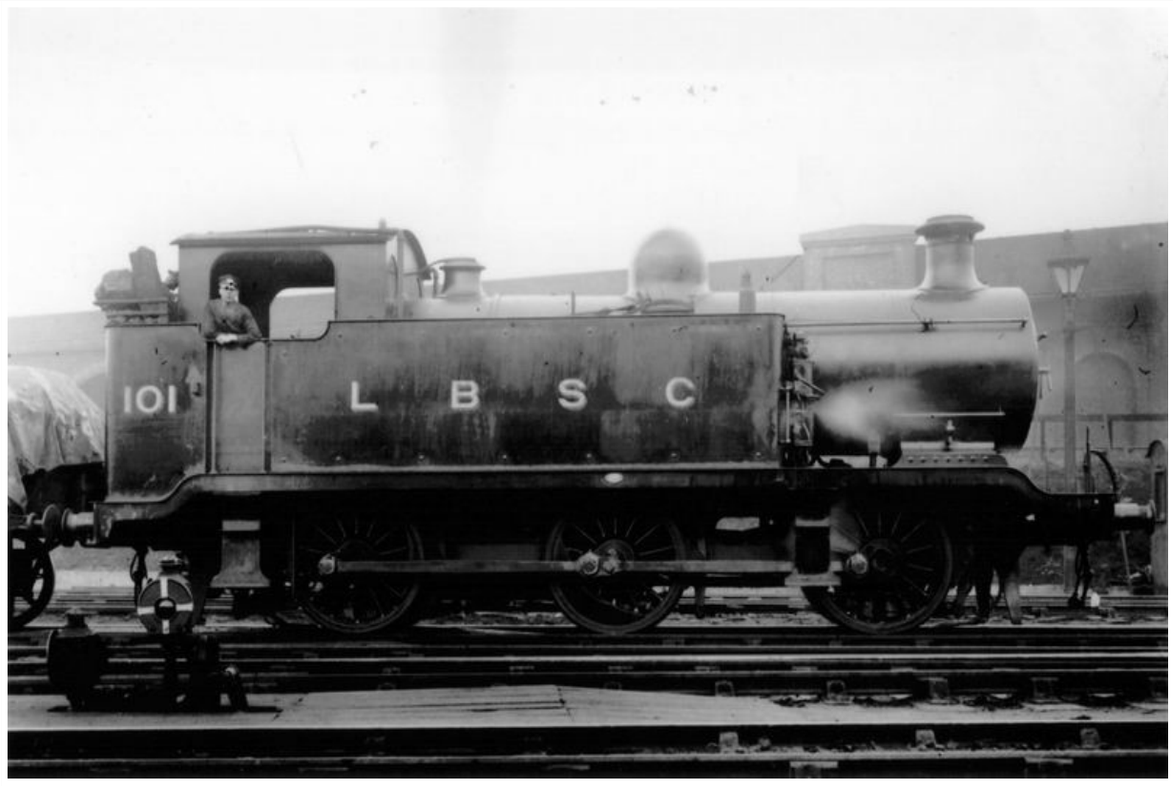
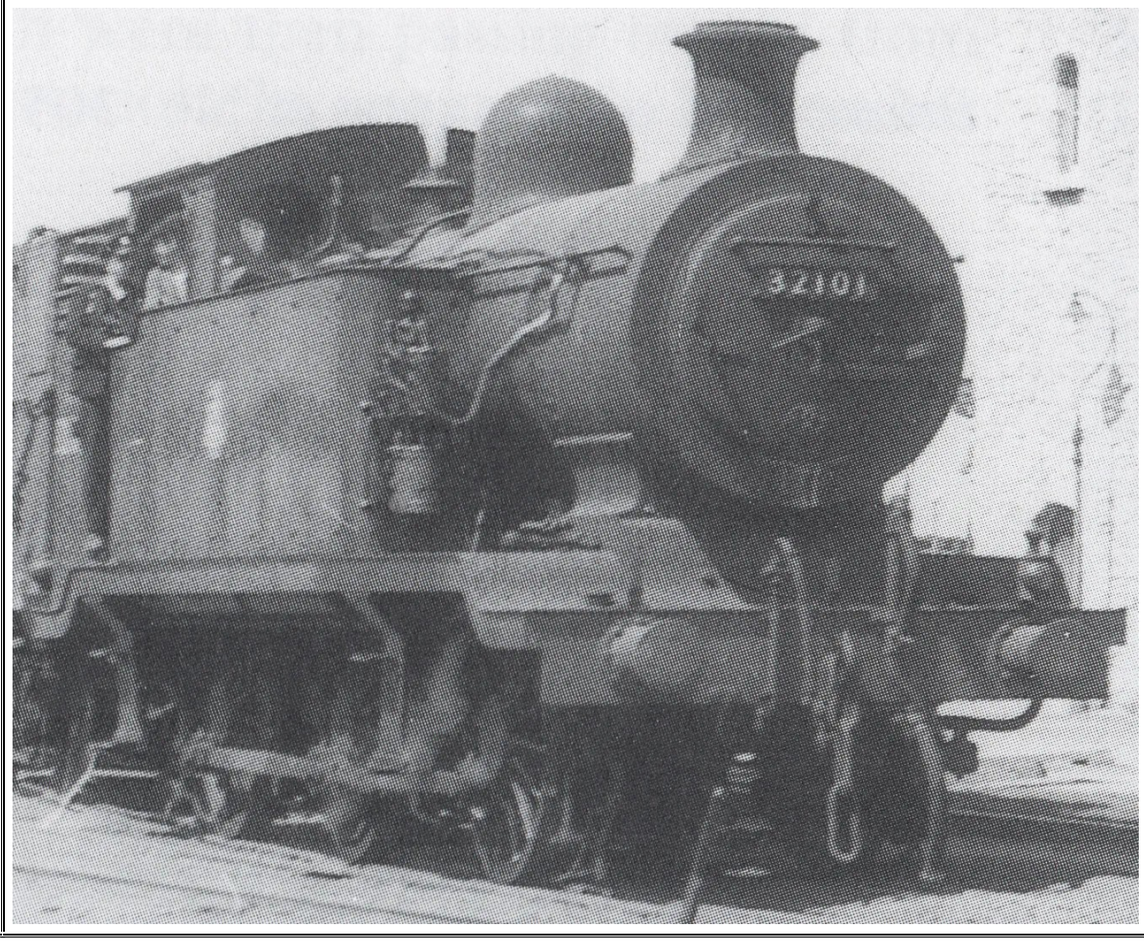


LB&SCR E2 Tank extended 1915/6
They continued with the construction of engines of the class and the construction was delayed by the war: Several changes were made to the design such as the tanks and with air assisted crew-and-handle reversing giving them more merits as shunters and this latest development of six-coupled tank engines of the LB&SCR well let's find out. Their performance as goods engines can be seen in the journeys made in the 50s -notes southern E-mail group-“their goods trip duties based on Battersea (Stewarts lane) and Dover depots (70-80 miles of travel) but 32108, on its journey from Eastleigh to Dover (around 140 mile of travel)” As shown here and in the biographies, the handicap of the first series was remedied and not only this This second series of locomotives were used as passenger locomotives in the mid-1920s, numbers 105, 106, and 109. Before the Second World War, records show that by 1936, numbers 106 and 107 were to bring in the stock for the "Night Ferry" and then bank the train out of Victoria and even shunt the sleeping coaches. Some of the class arrive at the Southampton docks in the middle-1950s and supplemented SR USA class. The E2’s shunted and hauled trains from the docks; other members arrived and remained in this until 1963.

BILLINTON E2 CLASS

Identifier	Number	Name	Start date	End date	Notes	Photo
E2.No.100	100		1913-06	1923/1928	0-6-0T	
	SR.B100		1923/1928	1931/1936	0-6-0T	
	SR.2100		1931/1936	1948/1951	0-6-0T	Photo not found
	BR.32100		1948/1951	1961-11	0-6-0T	

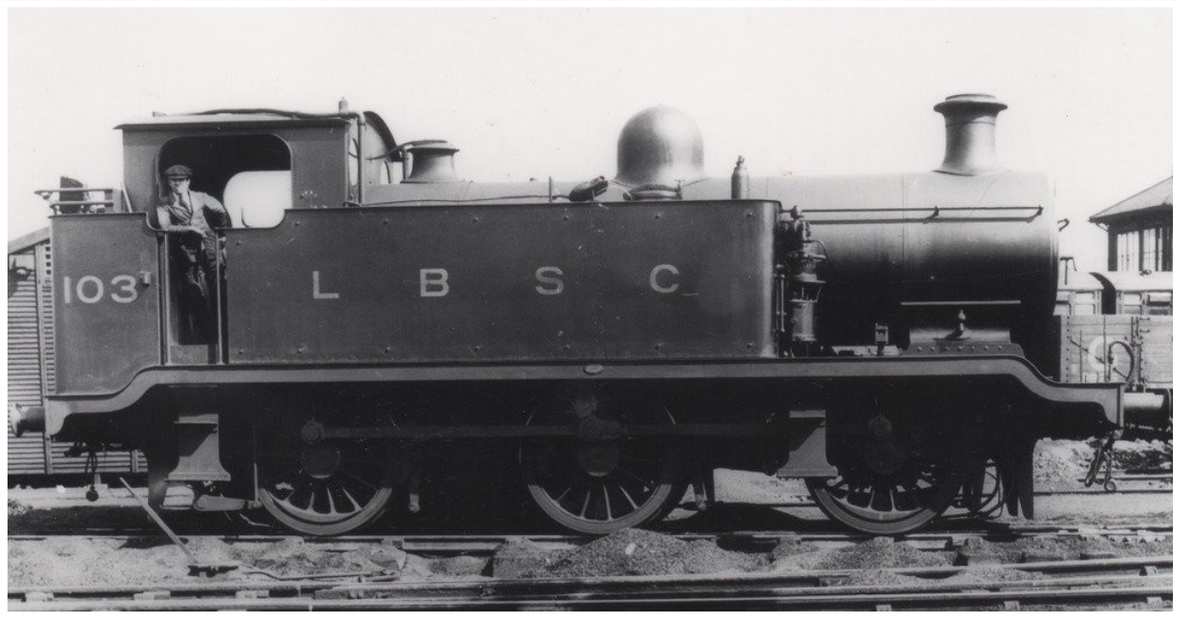
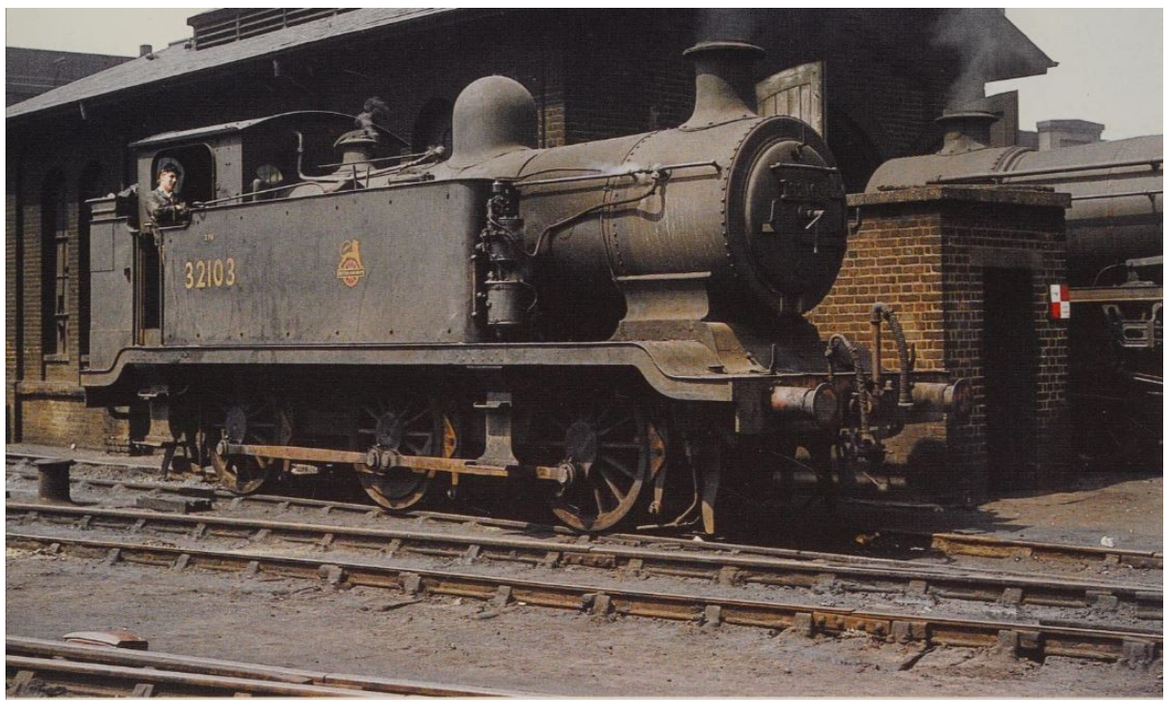
BILLINTON E2 CLASS

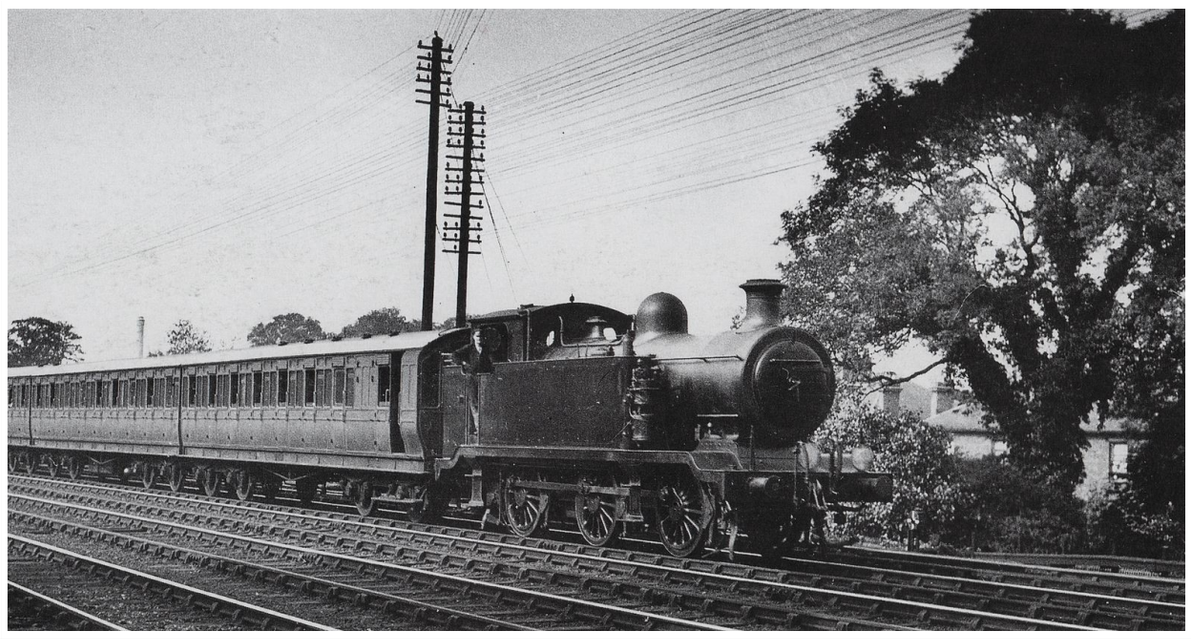
	101		1913-08	1923/1928	0-6-0T	
	SR.B101		1923/1928	1931/1936	0-6-0T	
E2.No.101	SR.2101		1931/1936	1951-08	0-6-0T	
	BR.32101		1951-08	1962-09	0-6-0T	

BILLINTON E2 CLASS

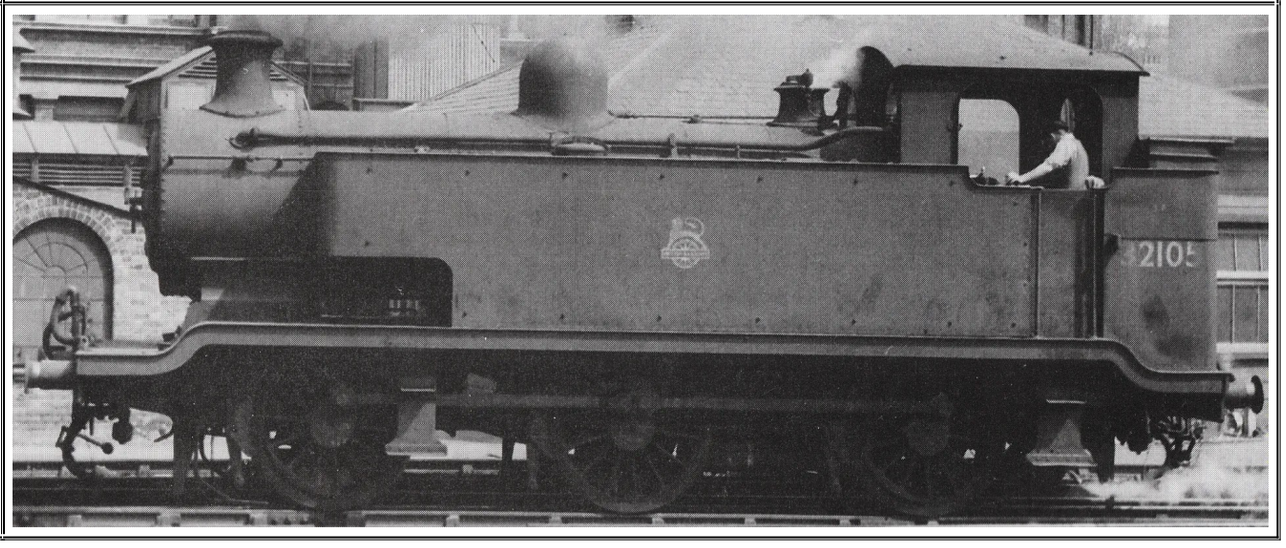
E2.No.102	102		1913-10	1923/1928	0-6-0T	
	SR.B102		1923/1928	1931/1936	0-6-0T	**Photo not found.**
	SR.2102		1931/1936	1948/1951	0-6-0T	
	BR.S2102		1948/1951	1948/1951	0-6-0T	
	BR.32102		1948/1951	1961-10	0-6-0T	

BILLINTON E2 CLASS

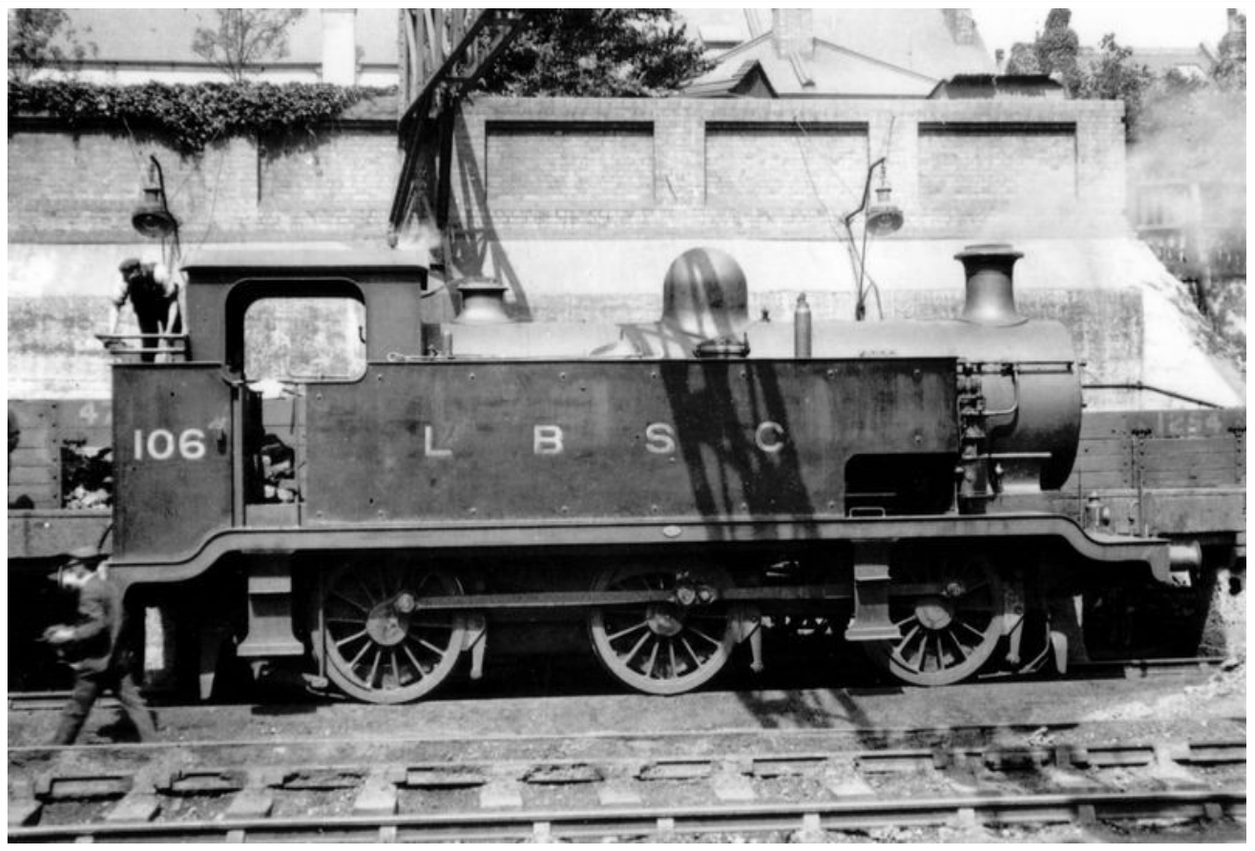
	103		1913-12	1923/1928	0-6-0T	
	SR.B103		1923/1928	1931/1936	0-6-0T	Photo not found
E2.No.103	SR.2103		1931/1936	1948/1951	0-6-0T	
	BR.32103		1948/1951	1962-10	0-6-0T	 Photo of 32103 Victoria. R. C. Riley

E2.No.104	104		1914-01	1923/1928	0-6-0T	Photo not found
	SR.B104		1923/1928	1931/1936	0-6-0T	
	SR.2104		1931/1936	1948/1951	0-6-0T	
	BR.32104		1948/1951	1963-04	0-6-0T	

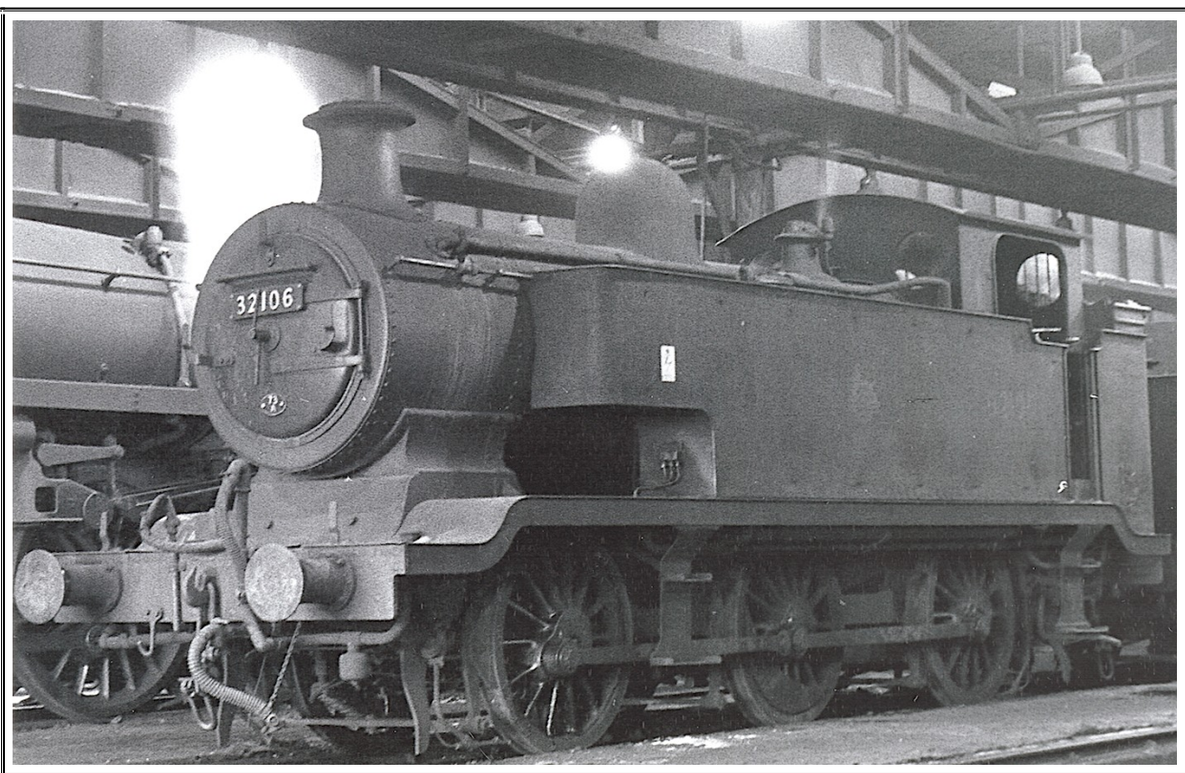
BILLINTON E2 CLASS

E2.No.105	105		1915-06	1923/1928	0-6-0T	
	SR.B105		1923/1928	1931/1936	0-6-0T	
	SR.2105		1931/1936	1948/1951	0-6-0T	
	BR.32105		1948/1951	1962-09	0-6-0T	

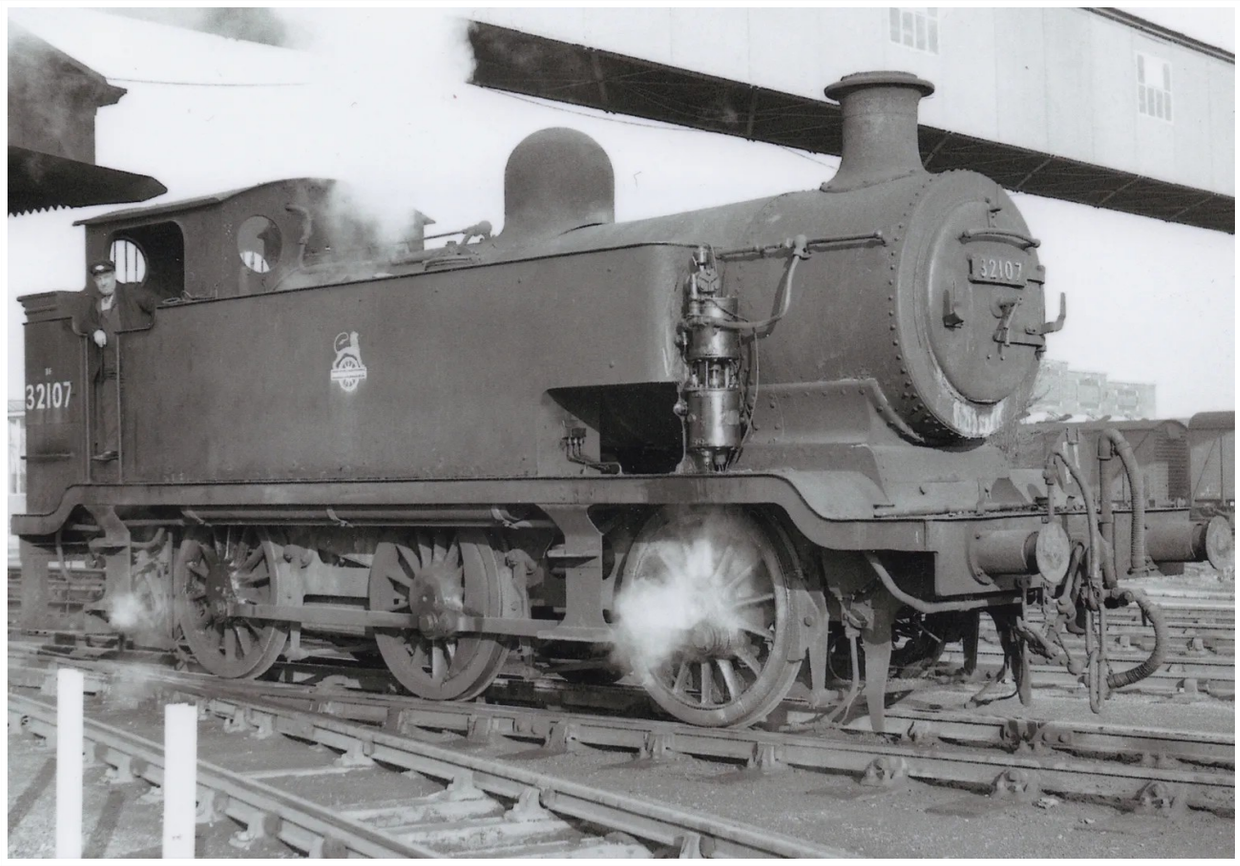
BILLINTON E2 CLASS

E2.No.106	106		1915-09	1923/1928	0-6-0T	
	SR.B106		1923/1928	1931/1936	0-6-0T	**Photo not found**
	SR.2106		1931/1936	1948/1951	0-6-0T	

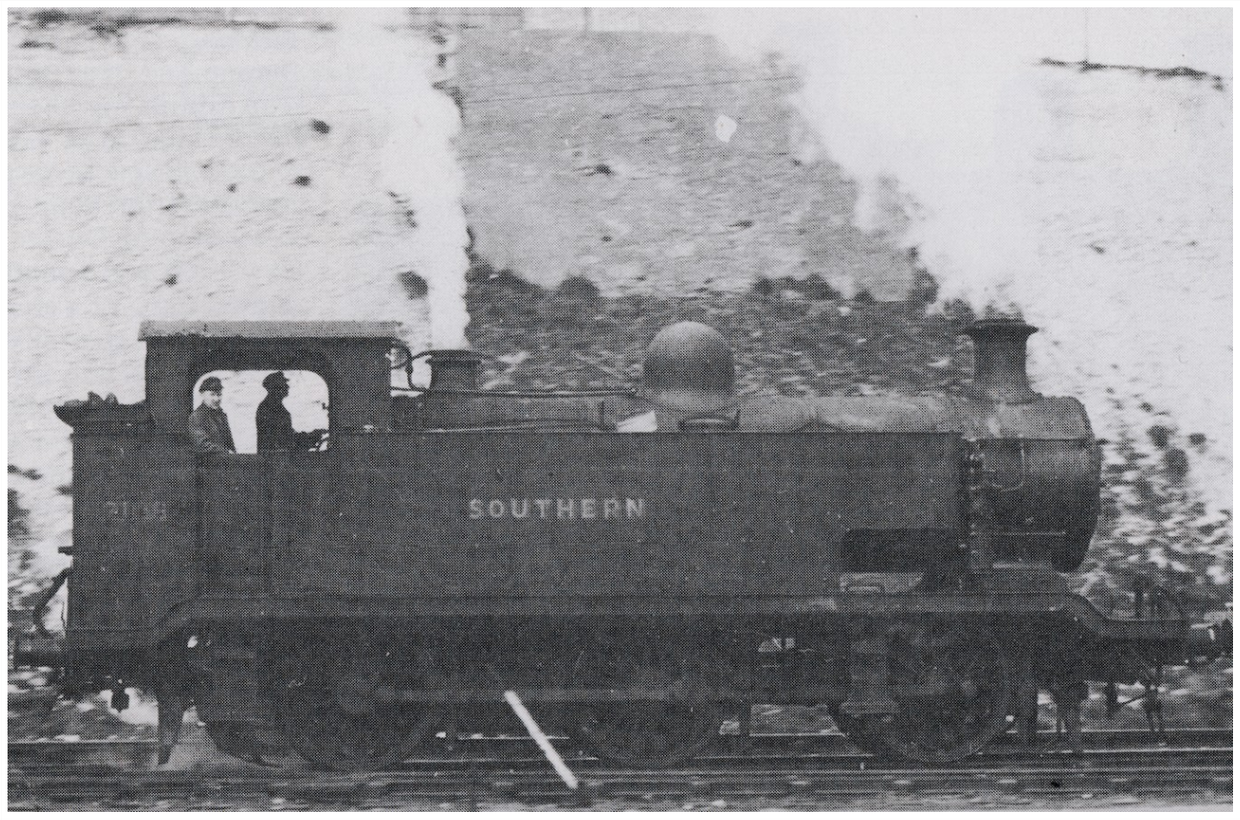
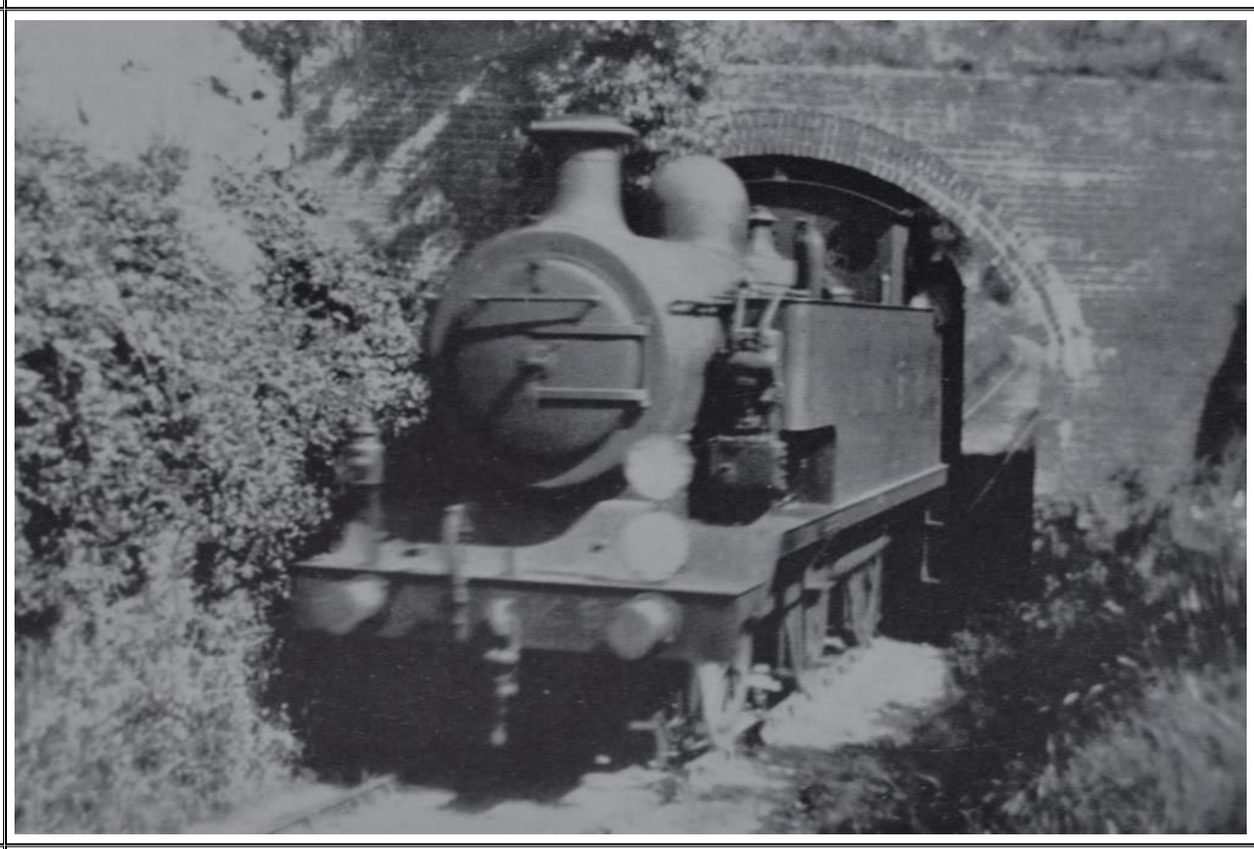
BILLINTON E2 CLASS

	BR.32106		1948/1951	1962-10	0-6-0T	
E2.No.107	107		1916-03	1923/1928	0-6-0T	
	SR.B107		1923/1928	1931/1936	0-6-0T	
	SR.2107		1931/1936	1948/1951	0-6-0T	

BILLINTON E2 CLASS

	BR.32107		1948/1951	1961-02	0-6-0T	
E2.No.108	108		1916-07	1923/1928	0-6-0T	
	SR.B108		1923/1928	1931/1936	0-6-0T	Photo not found

BILLINTON E2 CLASS

	SR.2108		1931/1936	1948/1951	0-6-0T	
	BR.32108		1948/1951	1961-06	0-6-0T	
E2.No.109	109		1916-10	1923/1928	0-6-0T	
	SR.B109		1923/1928	1931/1936	0-6-0T	**Photo not**

found

SR.2109		1931/1936	1948/1951	0-6-0T	
BR.32109		1948/1951	1963-04	0-6-0T	

BILLINTON E2 CLASS

BILLINTON E2 CLASS

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